

REMARKS

Reconsideration of the above-identified application in view of the present amendment is respectfully requested. Claims 1-8 are pending. Claim 1 is amended. Claims 5 and 6 are allowed.

Claims 1-4, 7, and 8 stand rejected under 35 U.S.C 102(e) as being anticipated by Albers et al. This rejection is respectfully traversed. Claim 1 as amended recites a vehicle steering wheel comprising a skeleton and a first detent element as part of a detent connection for connecting a gas bag module to said skeleton, at least one separate support component being arranged on said skeleton, said support component carrying a detent pin as said first detent element which, in an assembled state of the steering wheel, engages a second detent element arranged on the gas bag module and complimentary to said detent pin.

Albers does not disclose these features. In particular, Albers does not disclose a detent pin arranged on the skeleton of the steering wheel. Albers also does not disclose a support component carrying a detent pin arranged on the skeleton of the steering wheel. By contrast, the pins 30 of Albers are attached to the gas bag module 10 between a module base plate 14 and a backing plate 12. The skeleton of the steering wheel of Albers is the steering wheel armature 80 and not the backing plate 12. U.S. patent No. 6,360,632 and patent U.S. Patent Application Publication No. 20030110881 are attached to illustrate commonly known skeletons of steering wheel skeletons. In particular, U.S. patent No. 6,360,632

discloses a steering wheel 10 that has a skeleton or armature that is preferably made of a metal material and includes a centrally located hub portion 12 and a ring-shaped rim portion 14. The rim portion 14 is connected to the hub portion 12 by a plurality of spokes 16 (See Col. 2, lines 4-8). U.S. Patent Application Publication No. 20030110881 discloses a steering device 10 having a skeleton 12 with a skeleton section 14 that is surrounded by a steering wheel rim or actuation member 16. In this respect, the steering wheel skeleton in Albers is the steering wheel armature 80.

In Albers, the steering wheel armature 80 carries a locking spring 42, which has ends 86 that are located under the skeleton 80 (See Figs. 3a, 4, 7, and column 4, lines 27 to 37). There is no detent pin or support component carrying a detent pin arranged on the steering wheel armature 80. Therefore, claim 1 is allowable.

Claim 2, which depends from claim 1, should be allowed for the same reasons as claim 1 and also for the additional feature that the skeleton of the steering wheel comprises a hub cup on which the support component is arranged. Albers does not disclose any support component arranged on a hub cup. Therefore, Claim 2 is allowable.

Claim 4, which depends from claim 1, should be allowed for the same reasons as claim 1 and also for the additional feature that the support component and the detent pin form a prefabricated assembly. Albers does not disclose this feature. By contrast, Albers discloses that the pin 30 is

plate 12. Therefore, claim 4 is allowable. Claims 7 and 8 depend from claim 1 and are therefore allowable as depending from an allowable claim and for the specific features recited therein.

Claim 3 recites a vehicle steering wheel comprising a skeleton, a first detent element as part of a detent connection for connecting a gas bag module to said skeleton, and at least one separate support component being arranged on said skeleton. The support component carrying a detent pin as said first detent element which, in an assembled state of the steering wheel, engages a second detent element arranged on the gas bag module and complimentary to said detent pin. The support component is a metal plate.

Albers does not disclose these features. In particular, Albers does not disclose a detent pin arranged on the skeleton of the steering wheel. Albers also does not disclose a support component carrying a detent pin arranged on the skeleton of the steering wheel. By contrast, the pins 30 of Albers are attached to the gas bag module 10 between a module base plate 14 and a backing plate 12. The steering wheel armature 80 carries a locking spring 42, which has ends 86 that are located under the skeleton 80 (See Figs. 3a, 4, 7, and column 4, lines 27 to 37). Therefore, claim 3 is allowable.


In view of the foregoing, it is respectfully submitted that the above-identified application is in condition for allowance, and allowance of the above-identified application is respectfully requested.

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No. 20-0090.

Respectfully submitted,


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